

BOYLSTON AVENUE CONDOMINIUM

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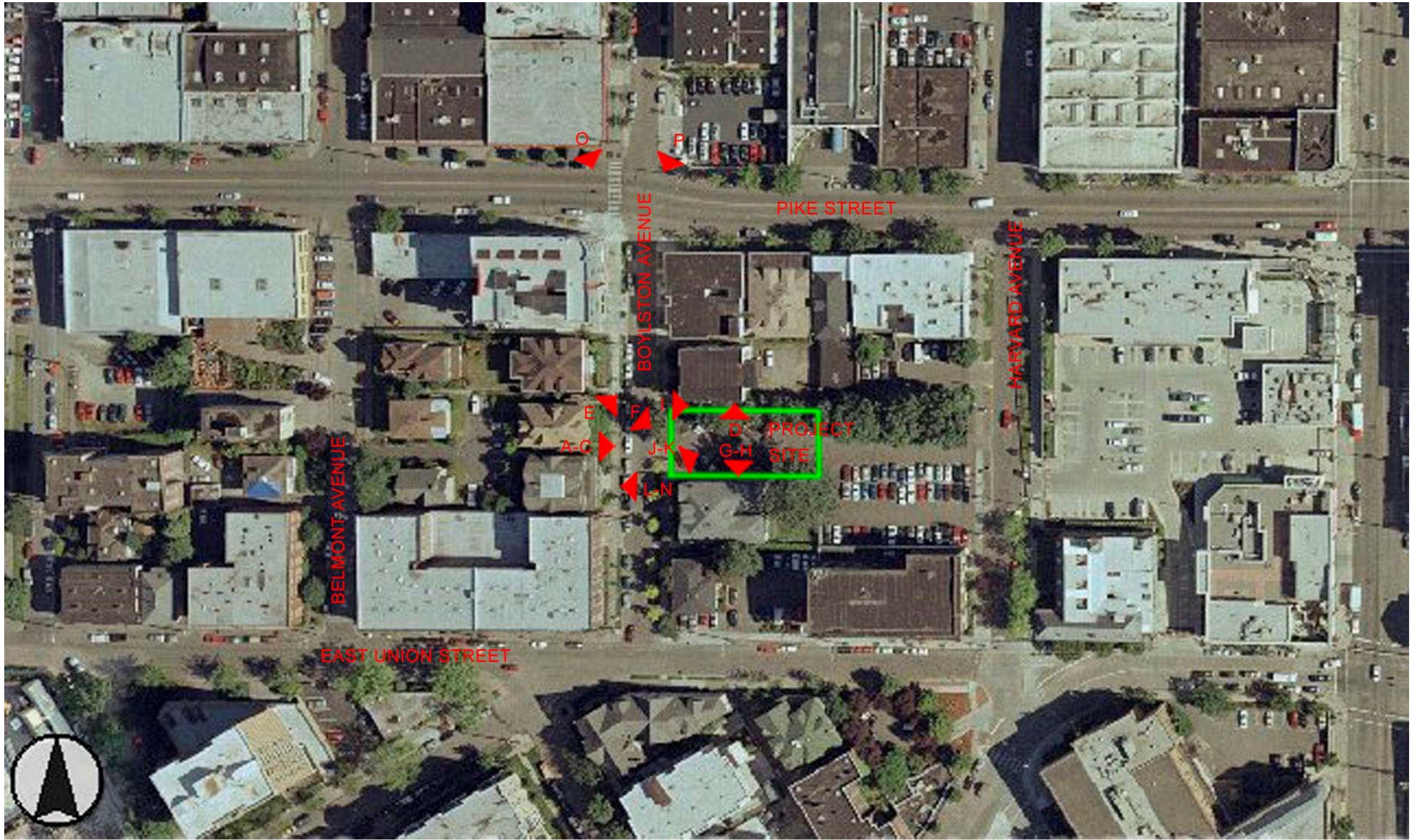
Early Design Guidance Application Booklet

July 15, 2005



ZONING MAP

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AERIAL PHOTO AND PHOTO KEYPLAN

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A PROJECT SITE FROM THE WEST



B PROJECT SITE FROM THE WEST



C



D VIEW LOOKING NORTH



E



F



G VIEW LOOKING SOUTH



H VIEW LOOKING SOUTH

VICINITY PHOTOS

Refer to Key Plan, Page 3

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I NORTH ADJACENT DRIVEWAY



J PROJECT SITE



K PROJECT SITE



L VIEW LOOKING WEST ACROSS BOYLSTON



M VIEW LOOKING WEST ACROSS BOYLSTON



N VIEW LOOKING WEST ACROSS BOYLSTON



O BOYLSTON & PIKE LOOKING SOUTH

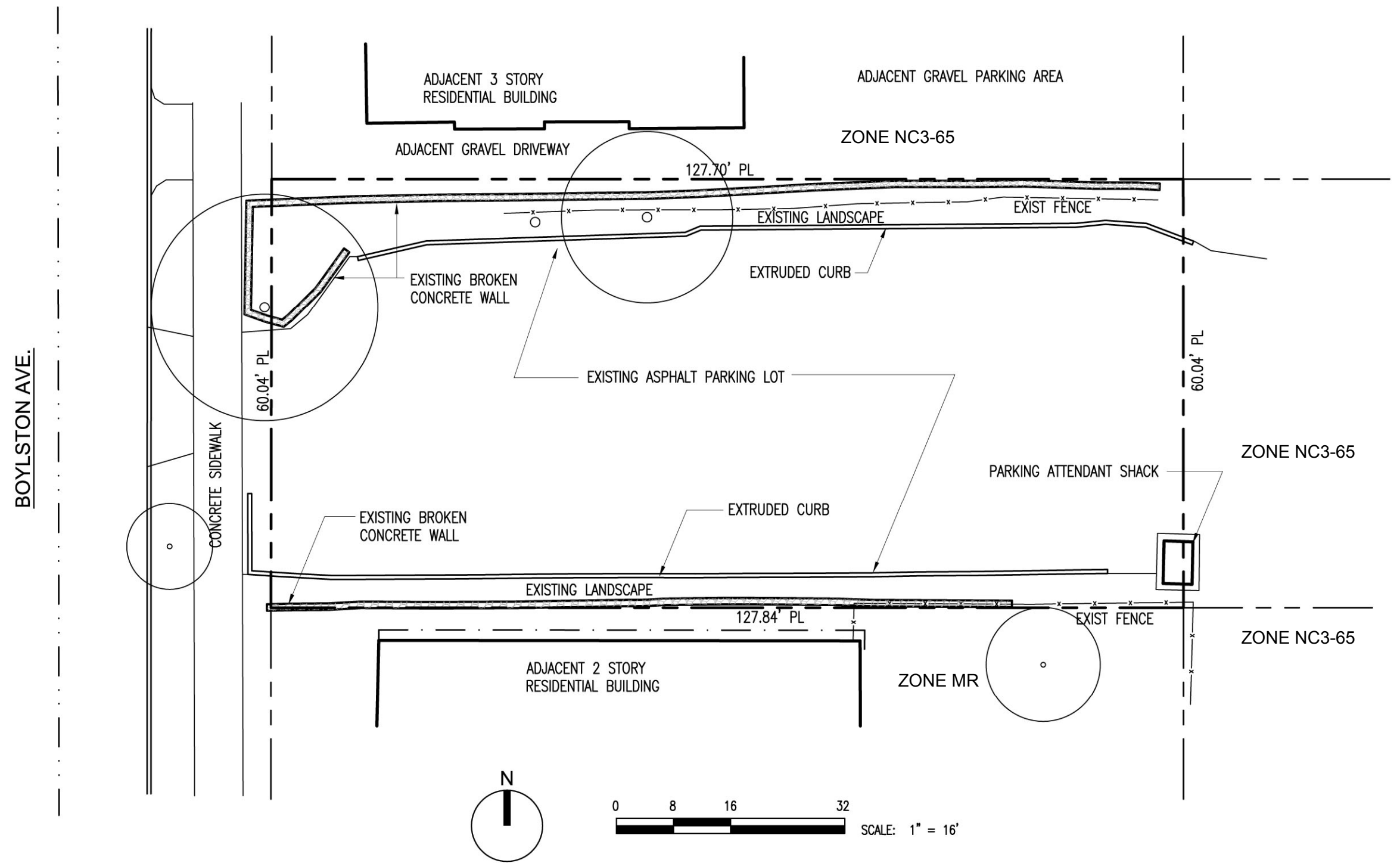


P BOYLSTON & PIKE LOOKING SOUTH

VICINITY PHOTOS

Refer to Key Plan, Page 3

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EXISTING SITE PLAN

Site Data

Lot width 60.04'

Lot depth 127.70'

Zoning NC-3 65'

First Hill Station Area Overlay District

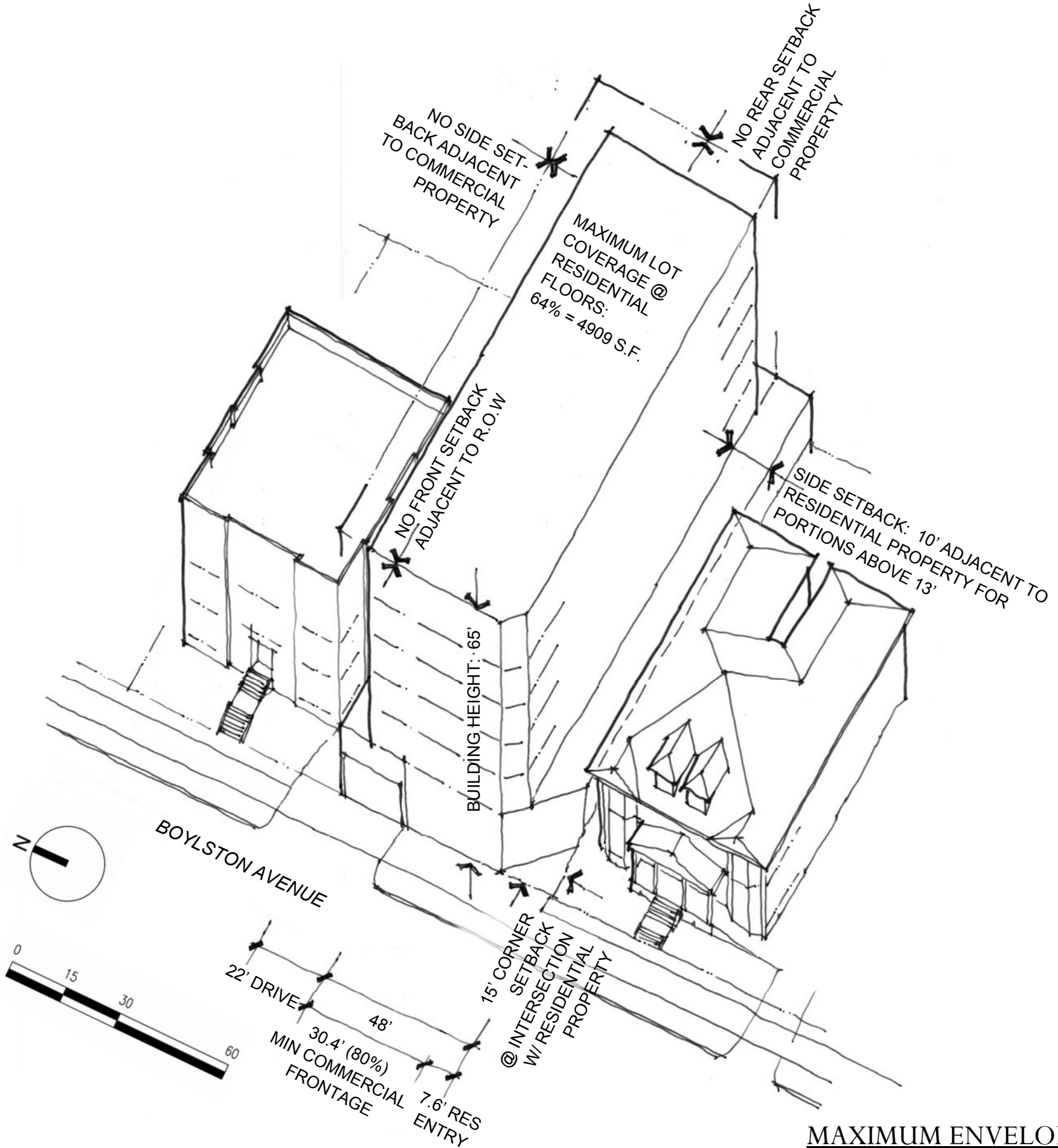
Pike/Pine Overlay District

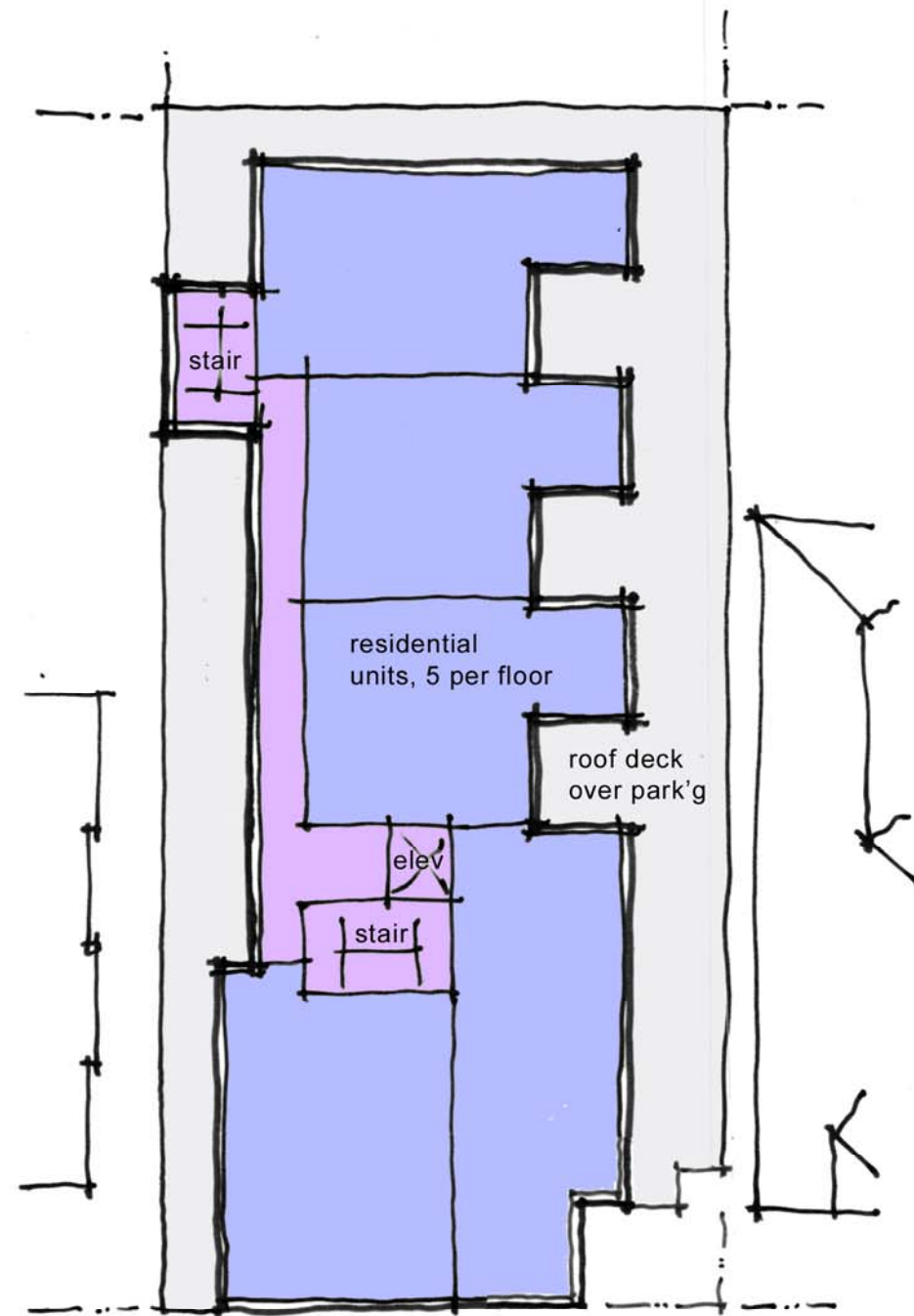
Development Objectives

The objective is to build a 25 unit condominium. There will be 5 floors of residential(about 4900 s.f. per floor, 5 units per floor) above 2 levels of structured parking. The parking levels would be built essentially to the property lines. Although recent zoning changes require only .5 parking spaces per unit, the goal is to provide at least one space for each unit. This will make it necessary to provide parking on 2 levels. Accessing both levels on such a small site, especially given the requirement for commercial frontage, is a considerable challenge.

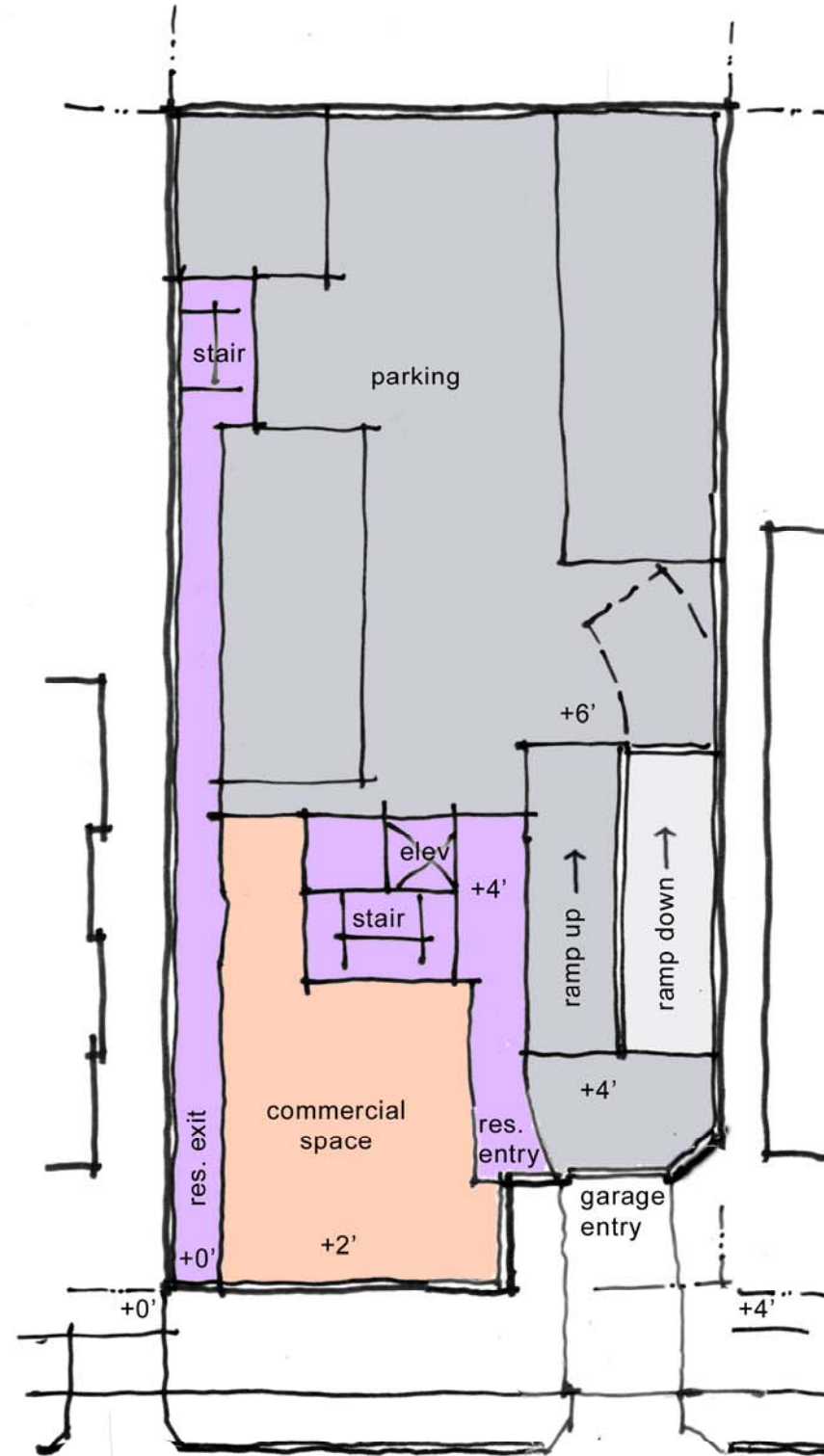
The property is currently occupied by surface parking. Neighboring properties to the north and south are occupied by 2 & 3 story residential structures, as are the properties across Boylston to the south. The lot immediately to the east is surface parking.

The Pike/Pine design guidelines express a preference for decks and balconies rather than rooftop open space. The zoning code only exempts the first 4' of projecting decks from lot coverage, while 6' is required to qualify for open space. This creates an incentive to locate the open space on the roof where it will not be competing for interior square footage. Some flexibility in the lot coverage limits related to decks would allow more freedom to break down the building scale and to provide useable decks.

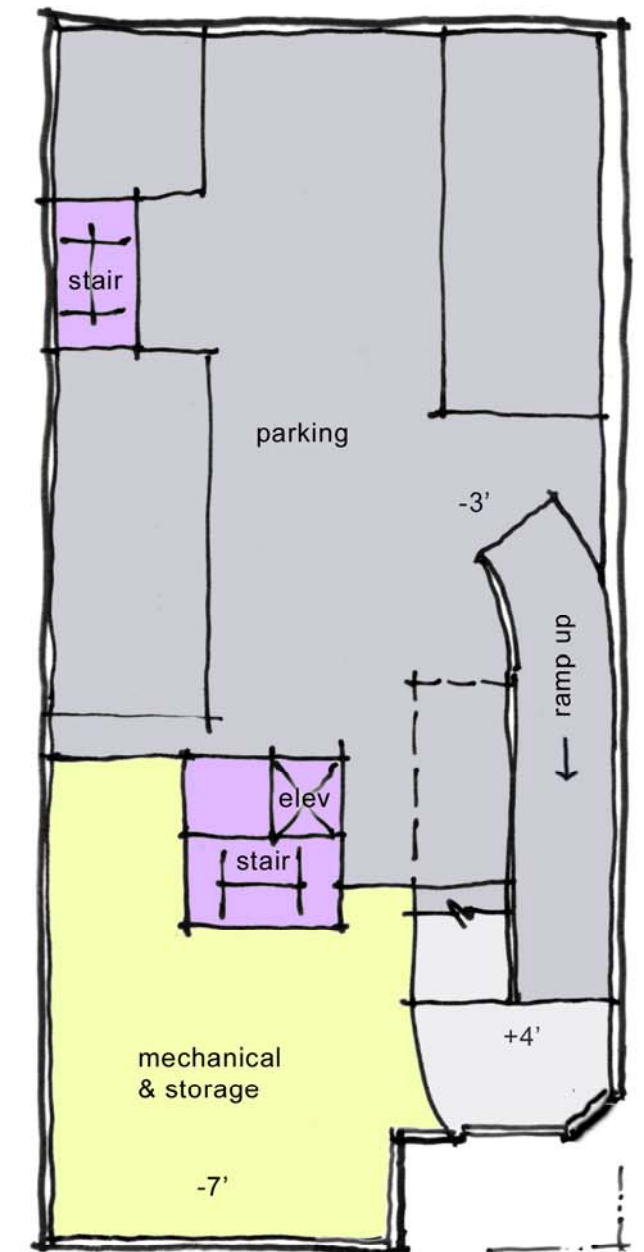




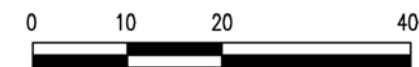
Typical Apartment Level



Boylston Avenue
Upper Parking Level



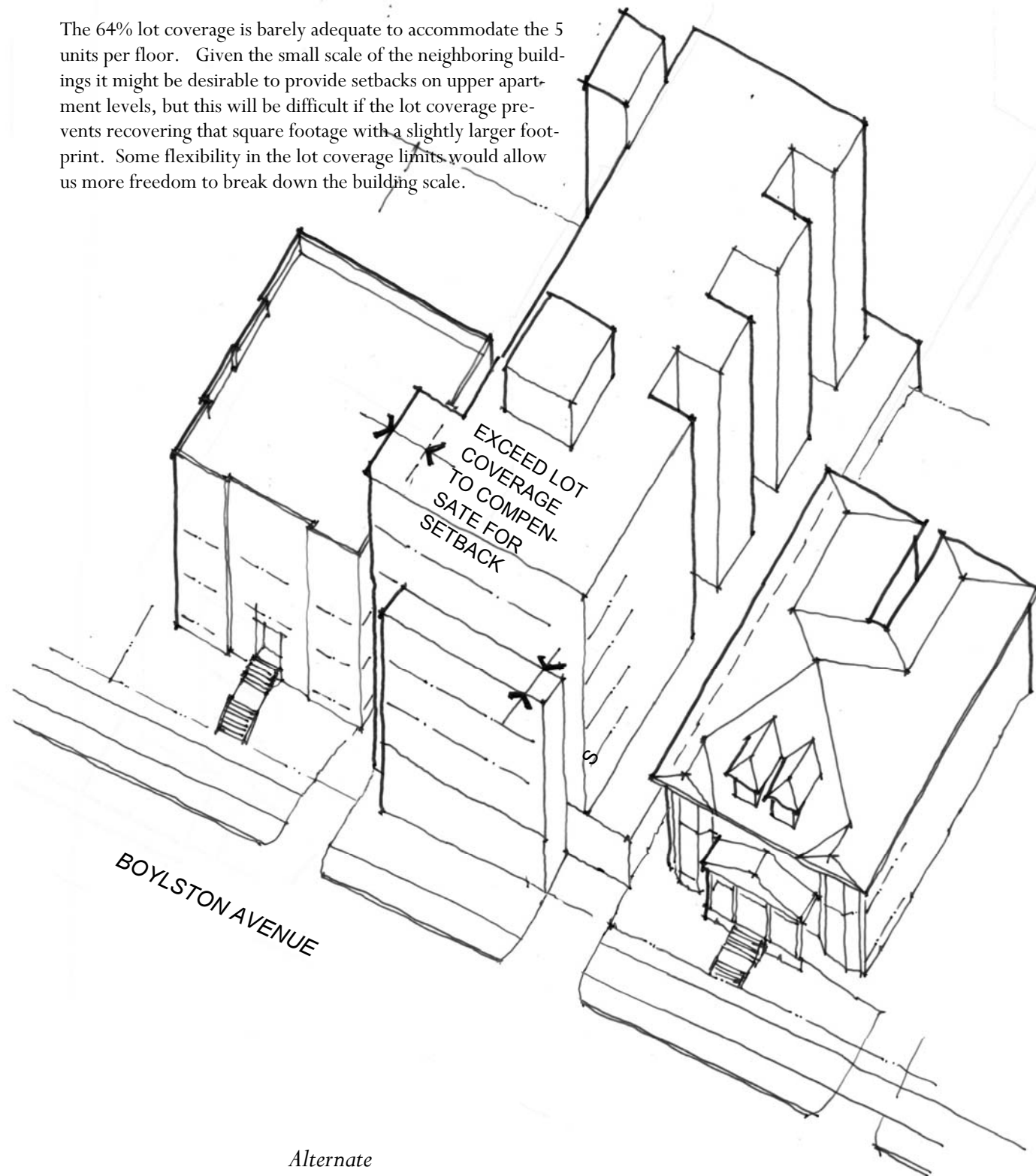
Lower Parking Level



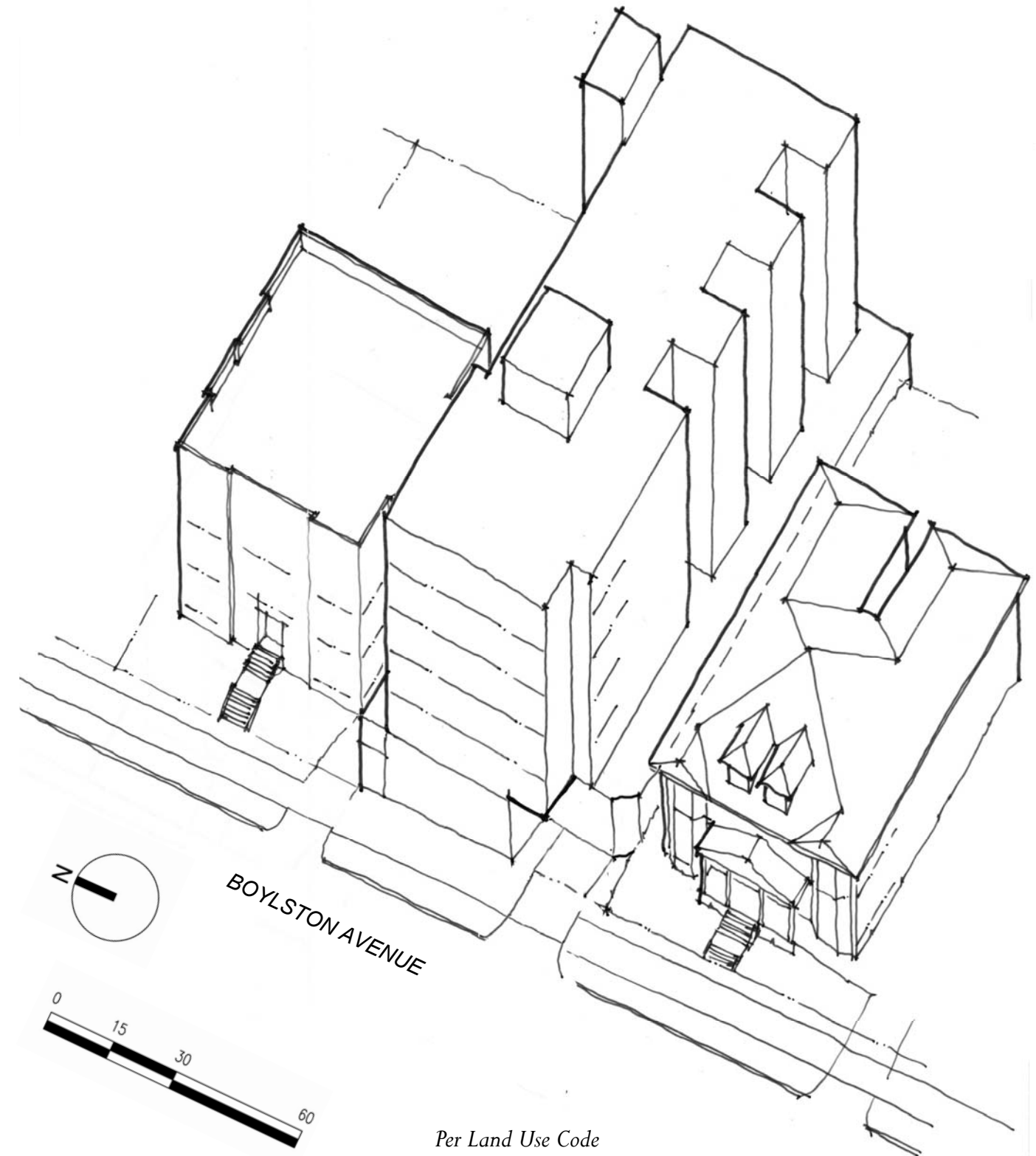
PLAN DIAGRAM—OPTION A
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Departures

The 64% lot coverage is barely adequate to accommodate the 5 units per floor. Given the small scale of the neighboring buildings it might be desirable to provide setbacks on upper apartment levels, but this will be difficult if the lot coverage prevents recovering that square footage with a slightly larger footprint. Some flexibility in the lot coverage limits would allow us more freedom to break down the building scale.



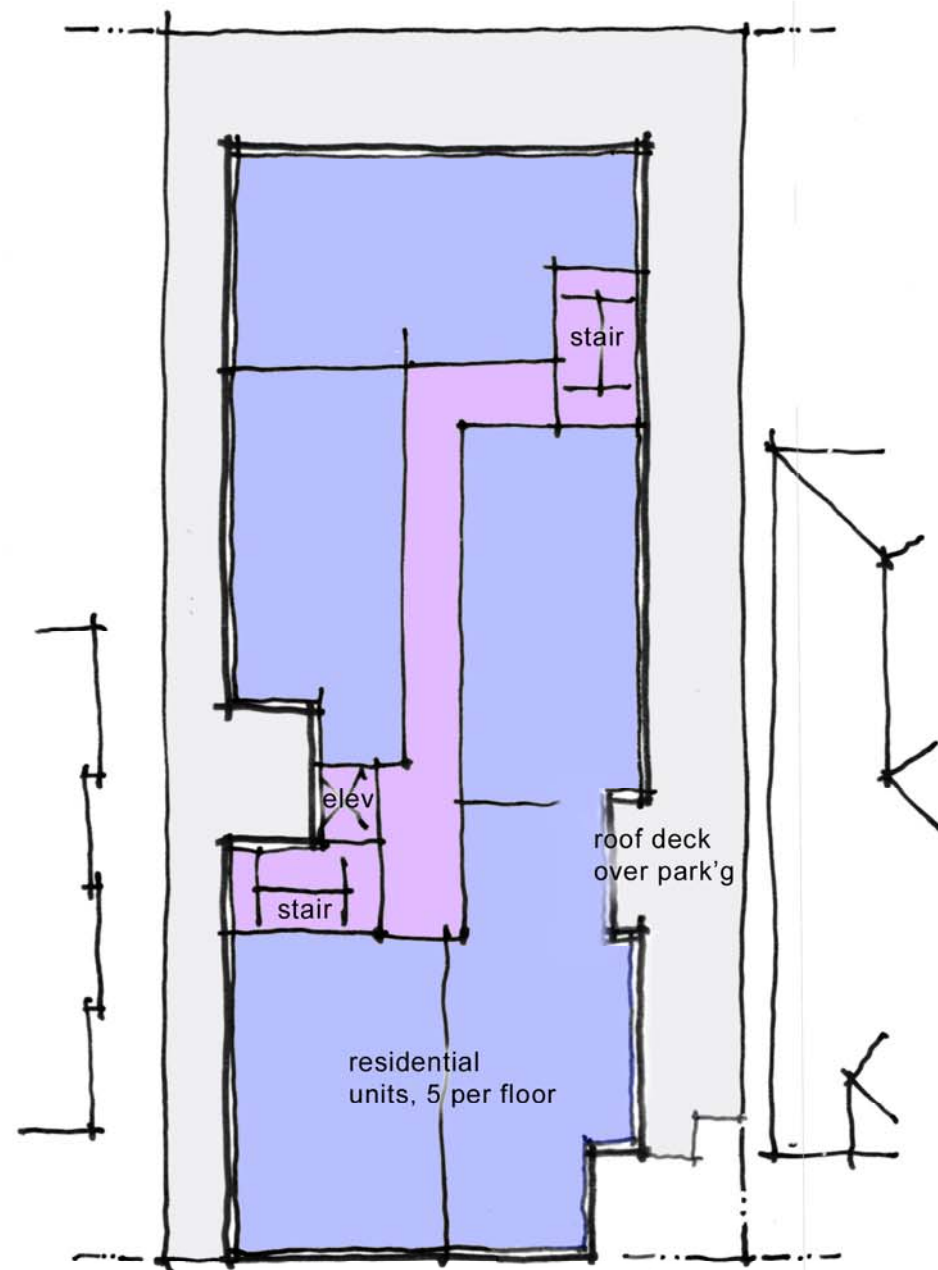
Alternate



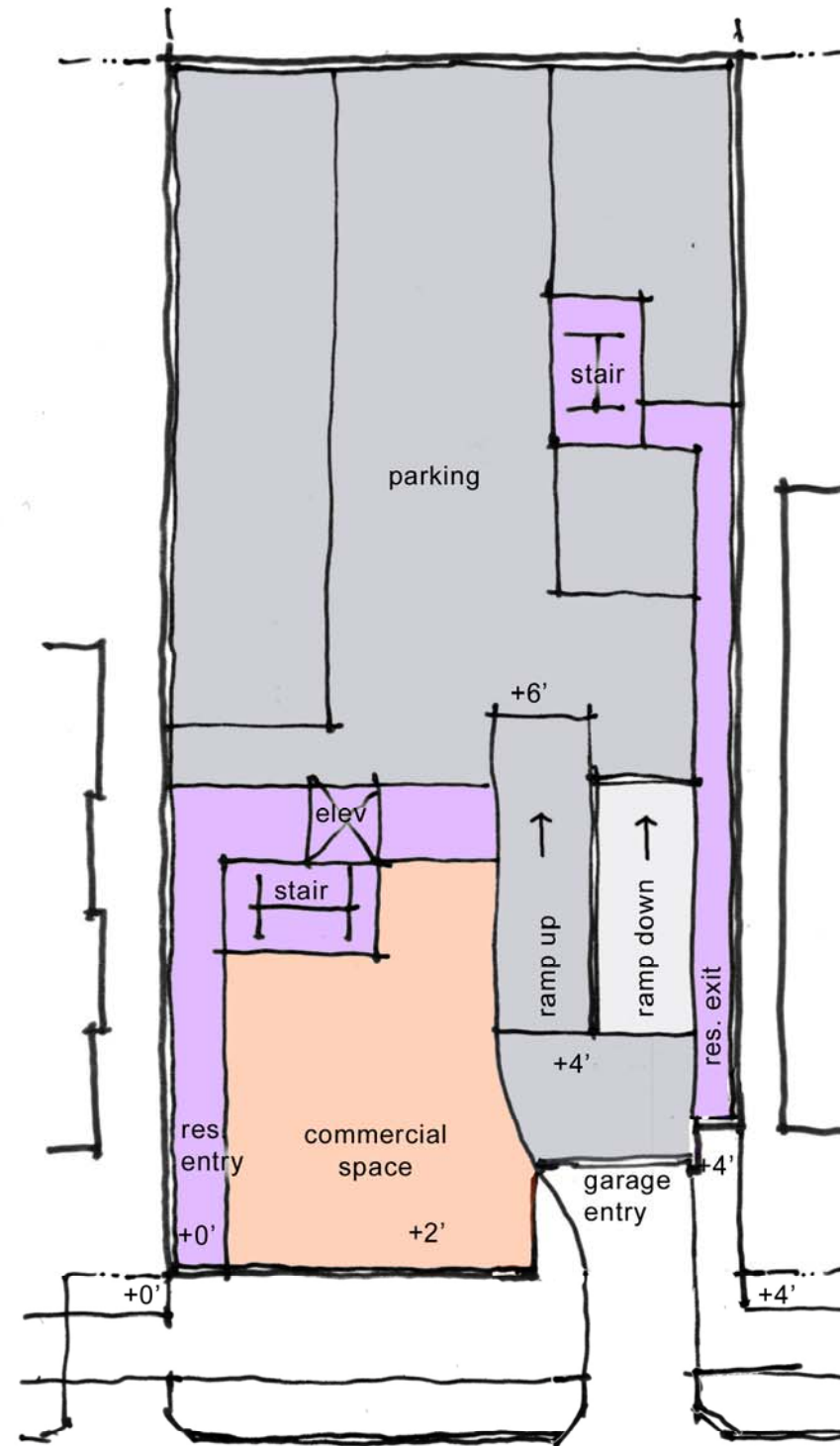
Per Land Use Code

3D VIEW—OPTION A

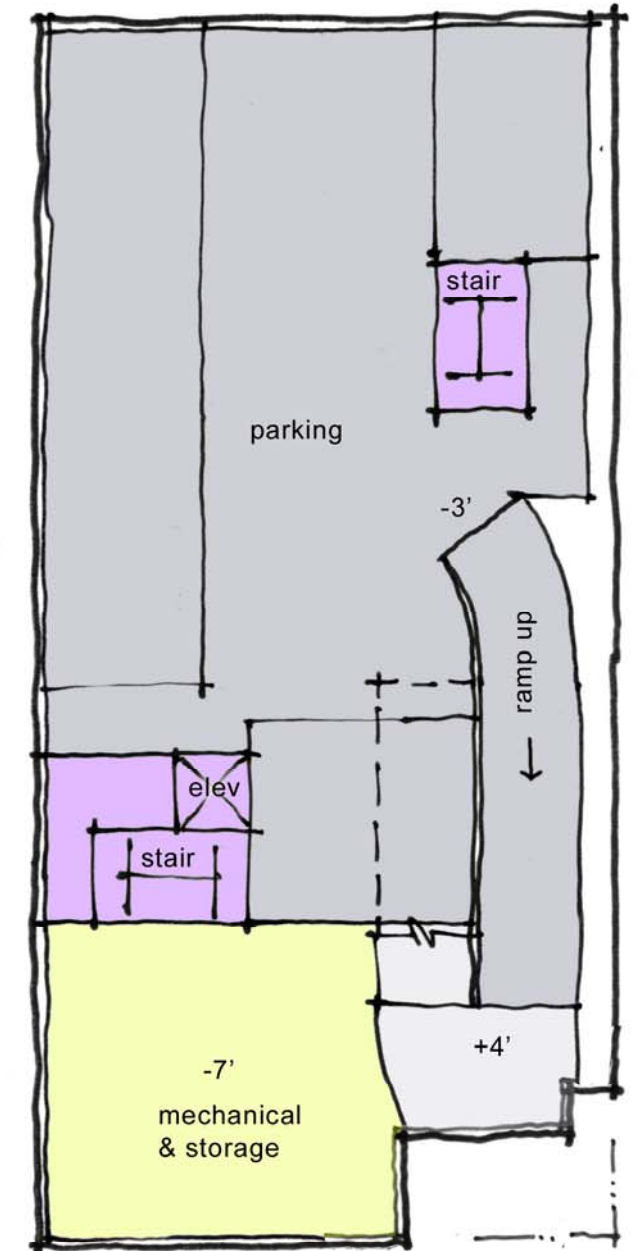
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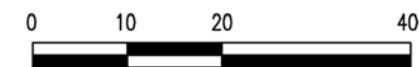
Typical Apartment Level



Boylston Avenue
Upper Parking Level

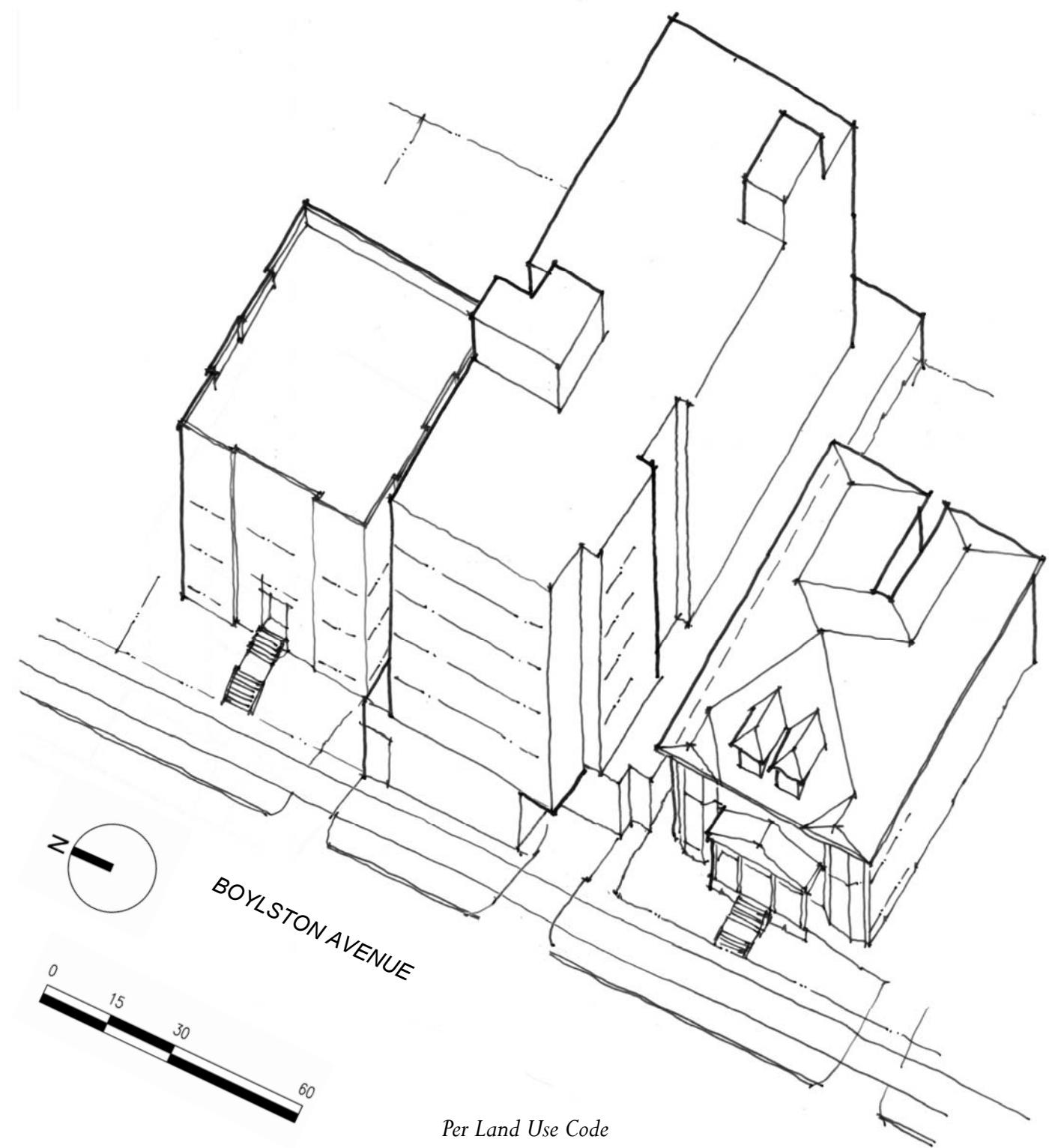


Lower Parking Level



PLAN DIAGRAM—OPTION B

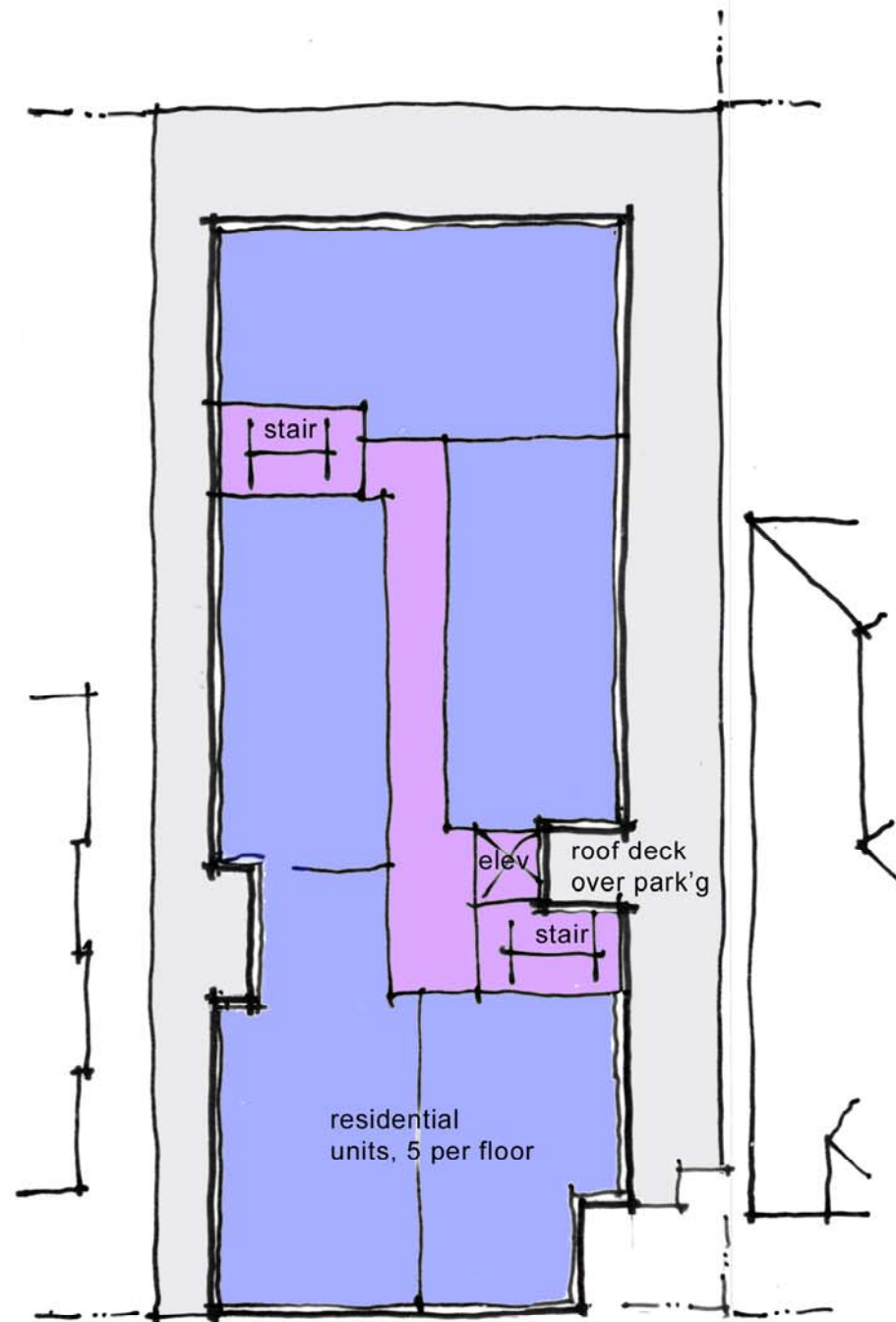
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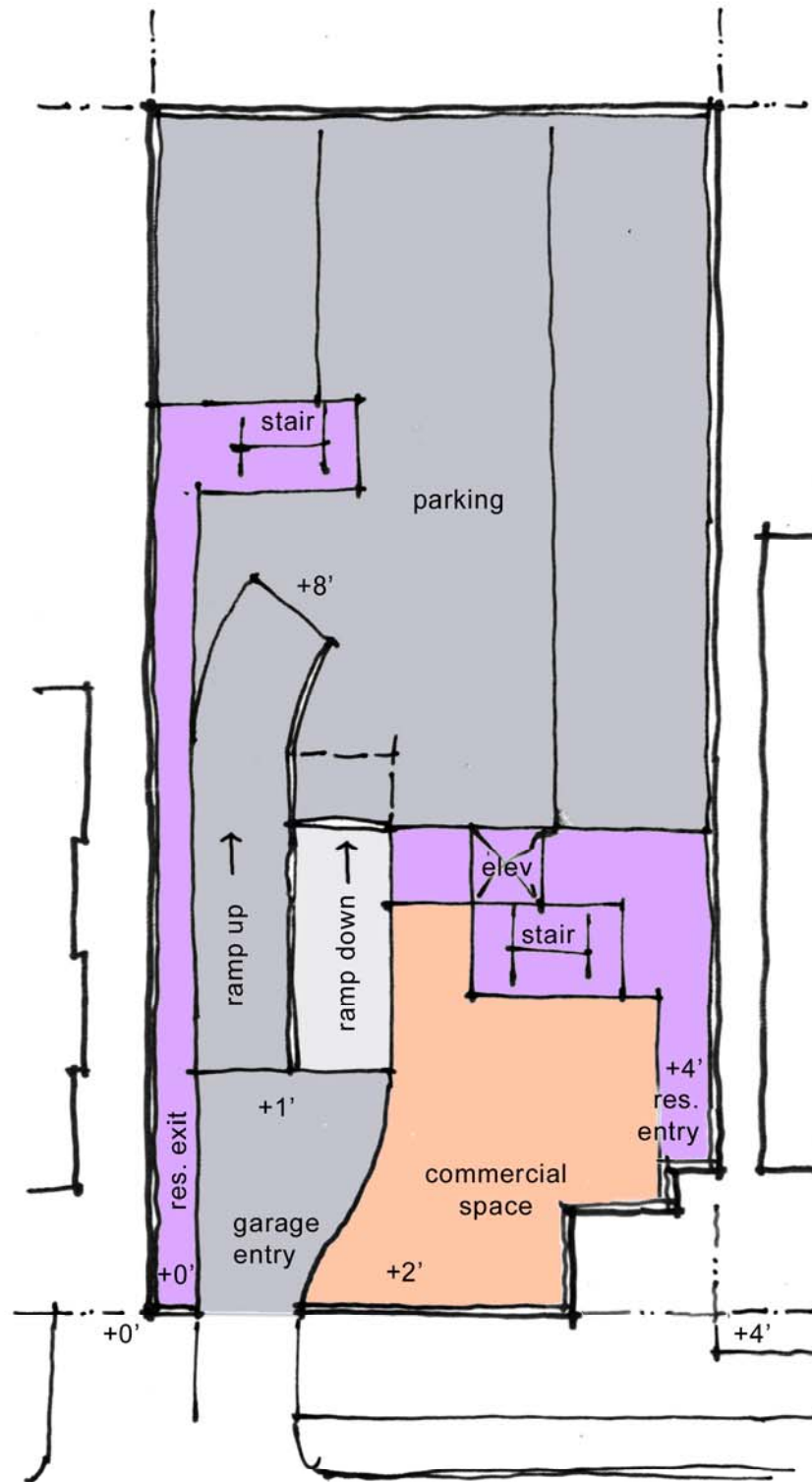
Per Land Use Code

3D VIEW—OPTION B

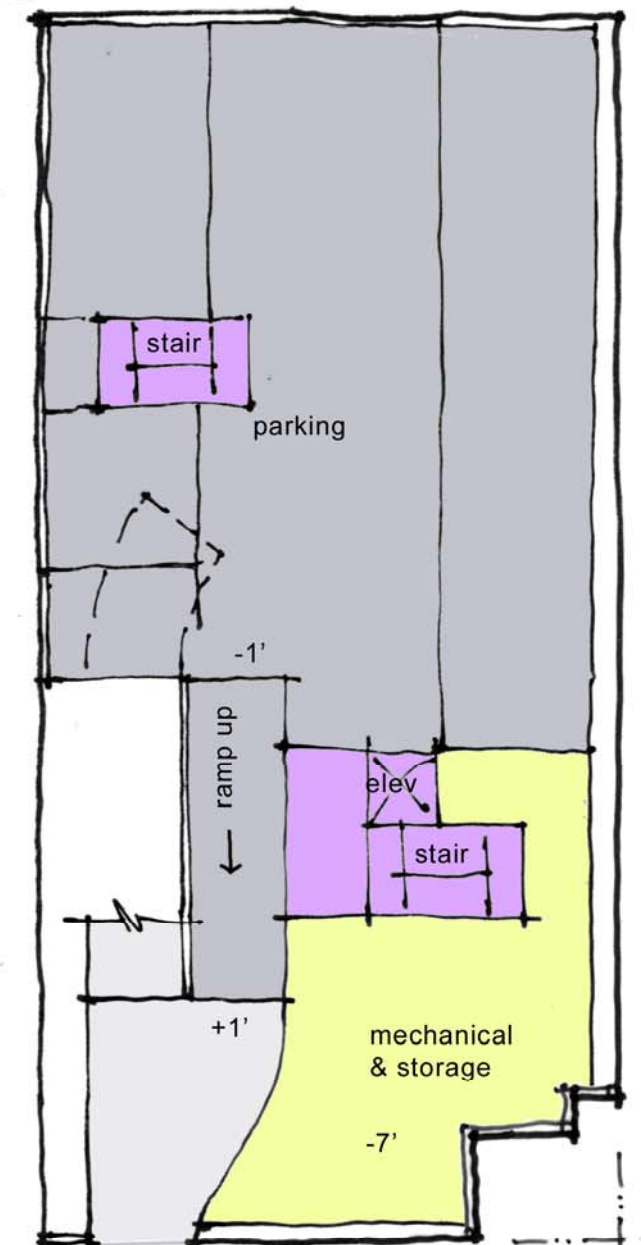
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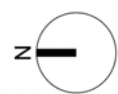
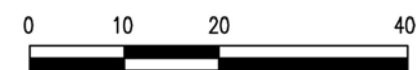
Typical Apartment Level



Boylston Avenue
Upper Parking Level



Lower Parking Level

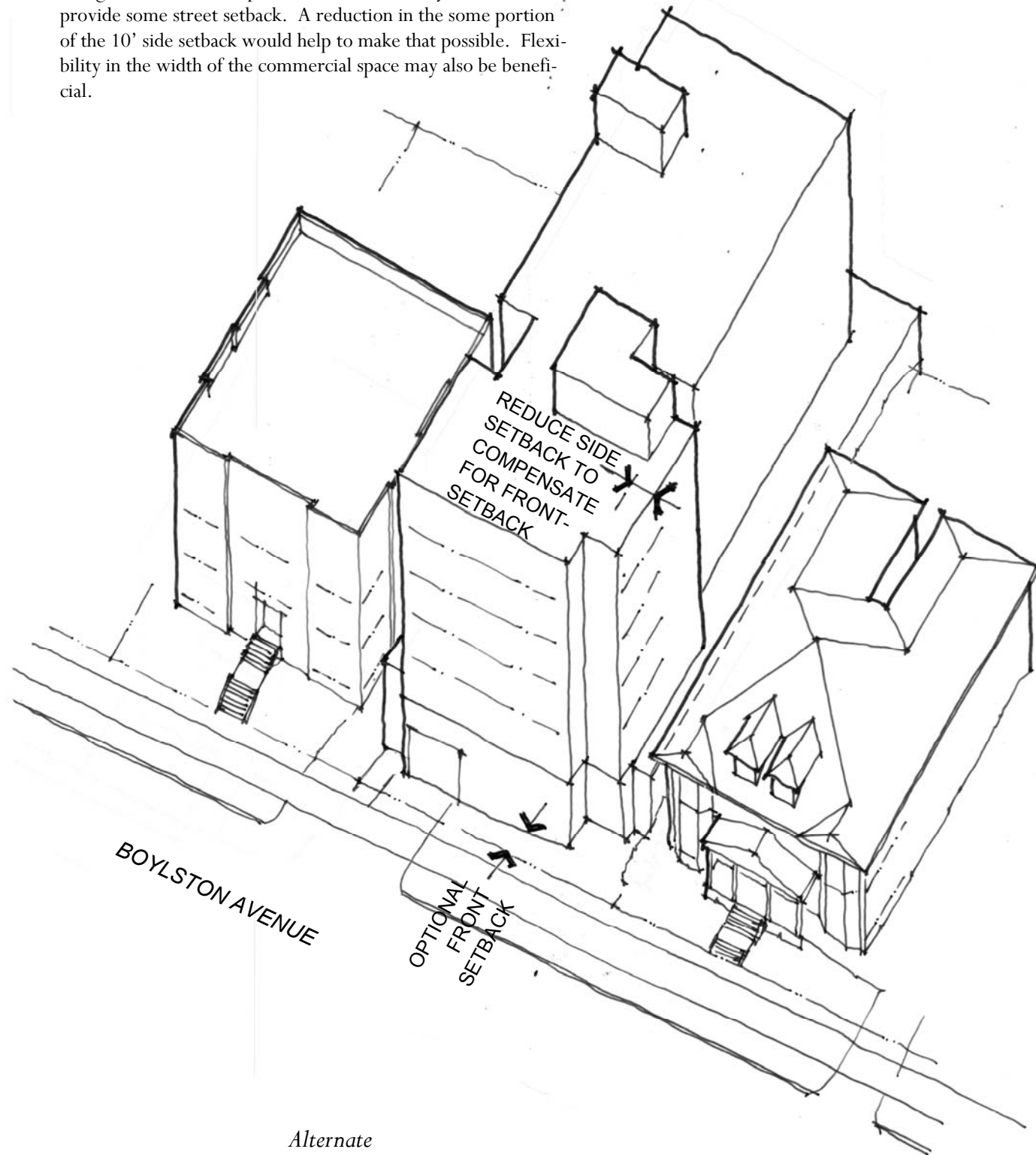


PLAN DIAGRAM—OPTION C

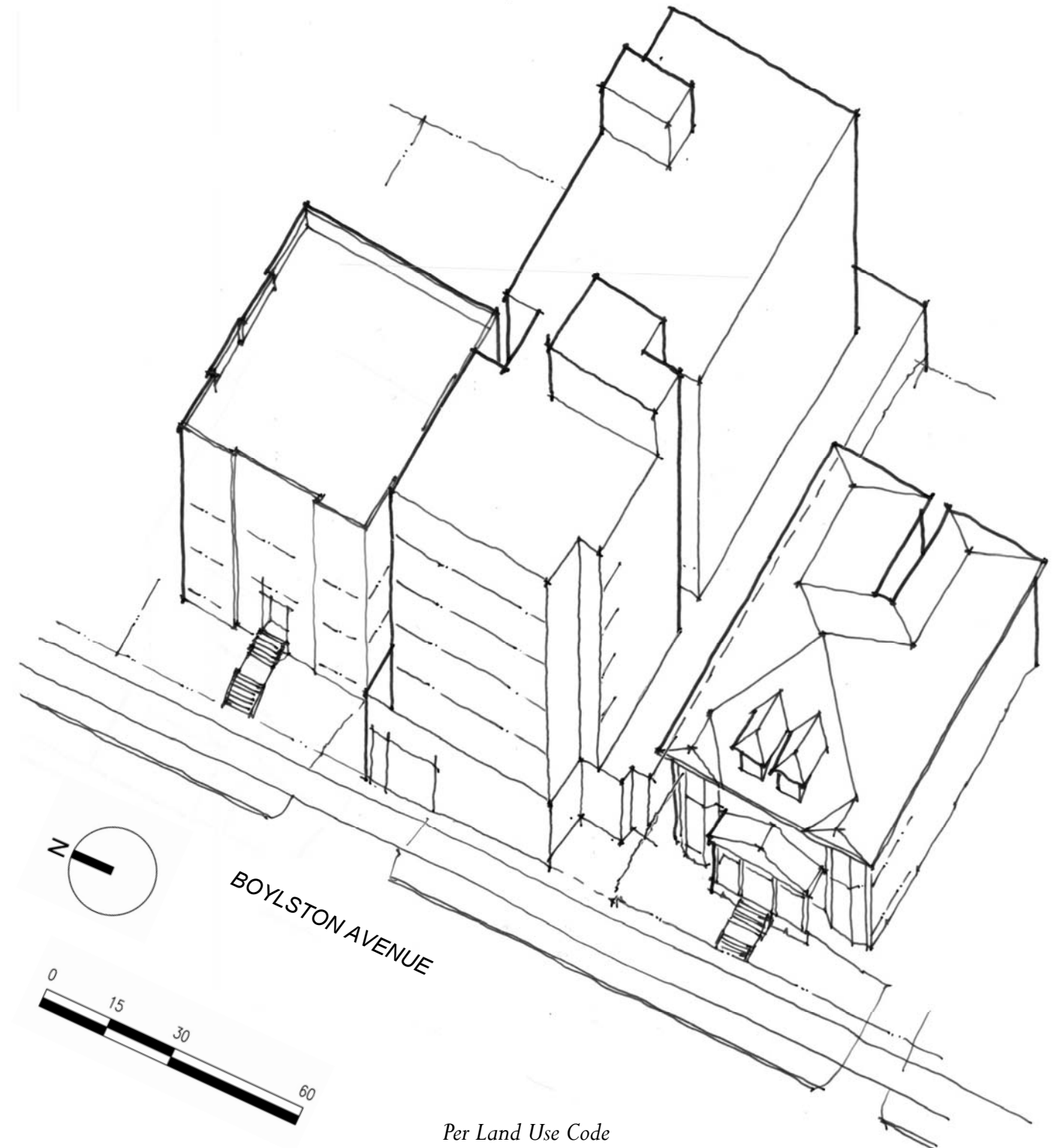
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Departures

The neighboring buildings are all set back from the street. Although no setback is required on this site, it may be desirable to provide some street setback. A reduction in the some portion of the 10' side setback would help to make that possible. Flexibility in the width of the commercial space may also be beneficial.



Alternate



Per Land Use Code

3D VIEWS—OPTION C

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